

**paynter  
dixon**

- GENERAL NOTES**
1. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH AS1742.3
  2. ALL TRAFFIC CONTROL DIAGRAMS TO BE READ CONJUNCTION WITH THE AS1742.3
  3. NON-APPLICABLE EXISTING SIGNAGE SHALL BE COVERED EG. SPEEDS SIGNS DUE TO THE TEMPORARY SPEED ZONE.
  4. ALL SIGNAGE DISTANCE SHALL COMPLY WITH AS1742.3
  5. IN ACCORDANCE WITH AS1742.3 TRAFFIC CONTROLLERS SHALL BE POSITIONED TO ASSIST PEDESTRIANS WITH MOVEMENT THROUGH & AROUND THE WORKSITE.
  6. SIGNAGE SHALL BE PLACED ON THE SIDE OF THE ROAD ADJACENT TO THE TRAFFIC FLOW.
  7. REMOVAL OF TRAFFIC CONTROL SIGNS AND DEVICES SHOULD BE UNDERTAKEN IN THE REVERSE ORDER OF ERECTION, PROGRESSING FROM THE WORK AREA OUT TOWARD THE APPROACHES.

**RECOMMENDED TAPER LENGTH**

APPROXIMATE SPEED OF TRAFFIC KM/H	LATERAL MERGE CONTROL AT SHIFT OF TAPER	LENGTH OF TAPER
45 OR LESS	15	0
46 - 55	15	15
56 - 65	30	30
66 - 75	N/A	60
76 - 85	N/A	70
86 - 95	N/A	80
96 - 105	N/A	100
> 105	N/A	110
		160

WHERE THERE IS ONLY ONE ADVANCE SIGN IT SHALL BE PLACED AT 2D FOR APPROACH SPEEDS OF 60KM/H OR MORE, OR 1D FOR APPROACH SPEEDS LESS THAN 60KM/H

**TOLERANCES**

POSITIONING OF SIGNS  
 MINIMUM 10% LESS THAN THE DISTANCE OR LENGTHS GIVEN  
 MAXIMUM 25% MORE THAN THE DISTANCE OR LENGTHS GIVEN

SPACING OF DELINEATING DEVICES  
 MAXIMUM 10% MORE THAN THE SPACING GIVEN  
 NO MINIMUM

**LANE WIDTHS**

THE MIN LANE WIDTH TO BE PROVIDED THROUGH OR PAST THE WORKSITE SHALL BE 3.0m (3.5m DESIRABLE)

**QUEUE MANAGEMENT PLAN**

AT ALL TIMES DURING THE COURSE OF THE WORK TRAFFIC QUEUES SHALL BE MONITORED TO ENSURE THAT TRAFFIC DOES NOT EXCEED BEYOND THE LIMITS OF ADVANCED WARNING SIGNS

**VEHICLE MOVEMENT PLAN**

ALL WORK VEHICLES TO ENTER AND EXIT WORKSITE UNDER THE DIRECTION OF TRAFFIC CONTROLLER WITH THE TRAFFIC FLOW ON DESIGNATED UHF CHANNEL

- CLIENT: PAYNTER DIXON**
- 1) This plan is drawn in accordance with Australian Standards and 'CAWS'
  - 2) This plan may only be implemented or modified by persons holding the relevant Licenses to do so
  - 3) Full PPE must be worn by all Traffic Control Officers on worksite
  - 4) ETM Traffic take no responsibility for the implementation of this plan by third party personnel
  - 5) Cone spacing and Taper Length to comply with Table 5.1, and 5.2 of the TCWS
  - 6) Traffic Controllers must maintain a clear and unobstructed escape route at all times
  - 7) Lead Traffic Controller has the authority to cease works if site becomes unsafe
  - 8) The Client and their staff are not authorized to modify this plan without consultation with the author
  - 9) If this plan is to be used in conjunction with RIMS RCU, Any modifications to the plan must be approved by RIMS

**ROAD CLOSED**

ETM Traffic  
 Suite 1701, Westfield Tower 1, Bondi Junction  
 New South Wales, 2022  
 Ph: 0455 135 735

APPROVED BY TM DESIGNER:  
 BRUNA PINAFFO  
 0052366924 PWZTMP-RIICWD0503D  
 ETM JOB NUMBER:  
**PAYNTER DIXON**  
 REFERENCE ID: / REVW / PAGE:  
 ETM PAY-00-BAR 01 01

**ROAD CLOSED**

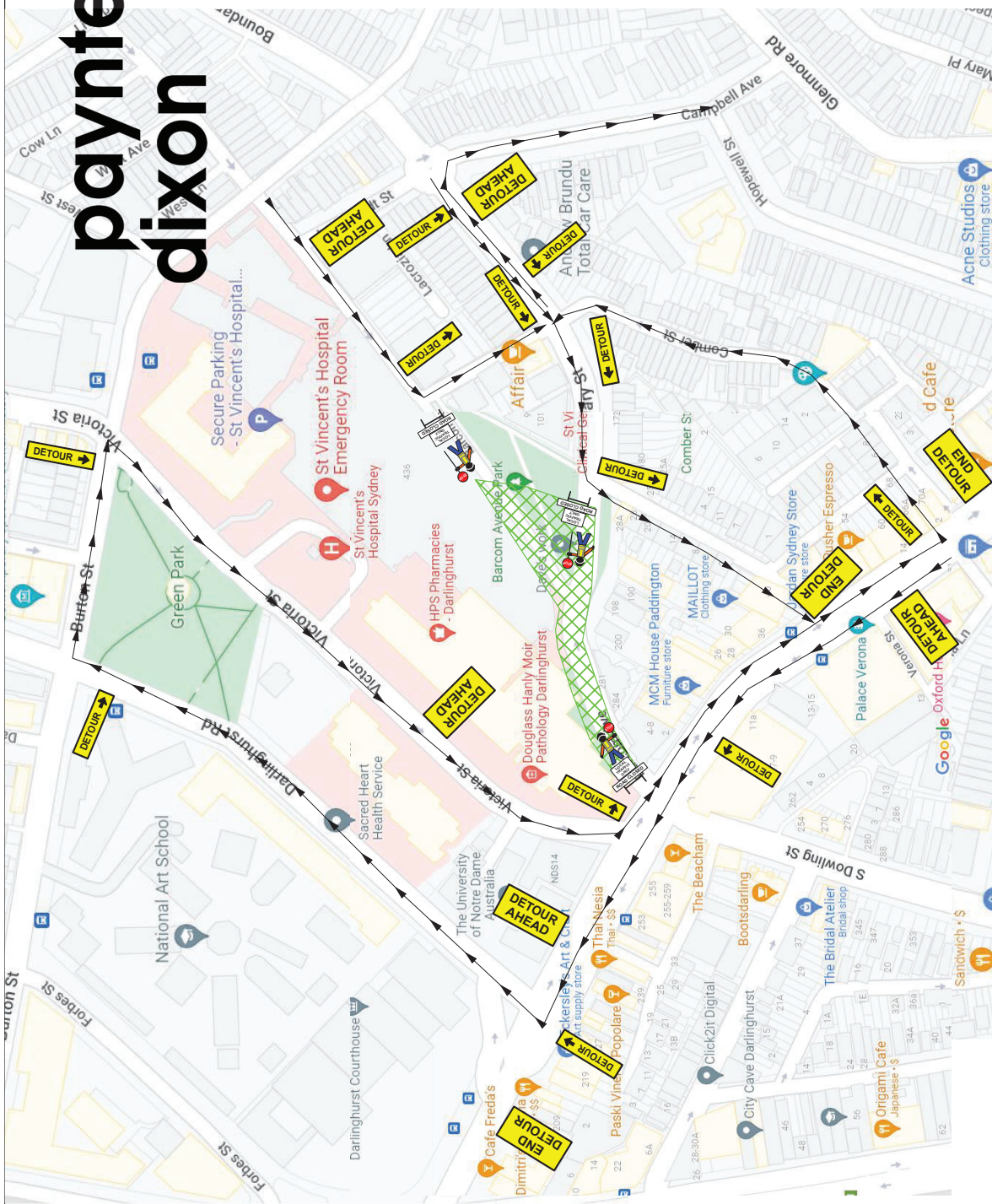
LOCATION:  
 BARCOM AVE  
 DARLINGHURST  
 OXFORD ST  
 WEST ST

TERM:  
 SHORT  
 ROAD TYPE:  
 1 LANE 1 WAY  
 POSTED SPEED:  
 50KPH  
 OPERATION:  
 ROAD CLOSED  
 TRAVELLED PATH:  
 PAST

MAP REFERENCE

NOT TO SCALE

# paynter dixon



## DETOUR

APPROVED BY TM DESIGNER:  
BRUNA PINAFFO  
0052366924 PWZTAMP-RIICWD503D  
ETM JOB NUMBER:  
**PAYNTER DIXON**  
REFERENCE ID: REV: PAGE:  
ETM **PAY-00-BAR** 00 01



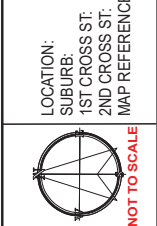
ETM Traffic  
Suite 1701, Westfield Tower 1, Bondi Junction  
New South Wales, 2022  
Ph: 0455 435 735

TERM:  
ROAD TYPE:  
POSTED SPEED:  
OPERATION:  
TRAVELLED PATH:

SHORT  
1 LANE 1WAY  
50KPH  
DETOUR  
PAST

LOCATION:  
SUBURB:  
1ST CROSS ST:  
2ND CROSS ST:  
MAP REFERENCE

BARCOM AVE  
DARLINGHURST  
OXFORD ST  
WEST ST



CLIENT: **PAYNTER DIXON**

1) This plan is drawn in accordance with Australian Standards and TCAMS  
2) Full PPE must be implemented or modified by persons holding the relevant Licenses to do so  
3) Full PPE must be worn by all Traffic Control Officers on worksite  
4) ETM Traffic take no responsibility for the implementation of this plan by third party personnel  
5) Cone spacing and Taper Length to comply with Table 5.1, and 5.2 of the TCAMS  
6) Traffic Controllers must maintain a clear and unobstructed escape route at all times  
7) Lead Traffic Controller has the authority to cease works if site becomes unsafe  
8) The Client and their staff are not authorized to modify this plan without consultation with the author  
9) If this plan is to be used in conjunction with RIMS RCL, Any modifications to the plan must be approved by RIMS

- GENERAL NOTES**
- THIS DRAWING IS TO BE READ IN CONJUNCTION WITH AS1742.3
  - ALL TRAFFIC CONTROL DIAGRAMS TO BE READ IN CONJUNCTION WITH THE AS1742.3
  - NON-APPLICABLE EXISTING SIGNAGE SHALL BE COVERED EG. SPEEDS SIGNS DUE TO THE TEMPORARY SPEED ZONE.
  - ALL SIGNAGE DISTANCE SHALL COMPLY WITH AS1742.3
  - IN ACCORDANCE WITH AS1742.3 TRAFFIC CONTROL DEVICES SHALL BE MOVED TO ASSIST PEDESTRIANS WITH MOVEMENT THROUGH & AROUND THE WORKSITE.
  - SIGNAGE SHALL BE PLACED ON THE SIDE OF THE ROAD ADJACENT TO THE TRAFFIC FLOW.
  - REMOVAL OF TRAFFIC CONTROL SIGNS AND DEVICES SHOULD BE UNDERTAKEN IN THE REVERSE ORDER OF ERECTION, PROGRESSING FROM THE WORK AREA OUT TOWARD THE APPROACHES.

**RECOMMENDED TAPER LENGTH**

APPROXIMATE SPEED OF TRAFFIC BEGINNING TAPER	LATERAL MERGE CONTROL AT SHIFT OF TAPER	RECOMMENDED TAPER LENGTH
45 OR LESS	15	0 - 15
46 - 55	15	15 - 30
56 - 65	30	30 - 60
66 - 75	N/A	70 - 115
76 - 85	N/A	80 - 130
86 - 95	N/A	90 - 145
96 - 105	N/A	100 - 160
> 106	N/A	110 - 180

**DIMENSION 'D'**

WHERE THERE IS ONLY ONE ADVANCE SIGN IT SHALL BE PLACED AT 20M FOR APPROACH SPEEDS OF 60KM/H OR MORE, OR 10M FOR APPROACH SPEEDS LESS THAN 60KM/H

**TOLERANCES**

POSITIONING OF SIGNS  
MINIMUM 10% LESS THAN THE DISTANCE OR LENGTHS GIVEN  
MAXIMUM 25% MORE THAN THE DISTANCE OR LENGTHS GIVEN  
SPACING OF DELINEATING DEVICES  
MAXIMUM 10% MORE THAN THE SPACING GIVEN  
NO MINIMUM

**LANE WIDTHS**

THE MIN LANE WIDTH TO BE PROVIDED THROUGH OR PAST THE WORKSITE SHALL BE 3.0m (3.5m DESIRABLE)

**QUEUE MANAGEMENT PLAN**

AT ALL TIMES DURING THE COURSE OF THE WORK TRAFFIC QUEUES SHALL BE MONITORED TO ENSURE THAT TRAFFIC DOES NOT EXCEED BEYOND THE LIMITS OF ADVANCED WARNING SIGNS

**VEHICLE MOVEMENT PLAN**

ALL WORK VEHICLES TO ENTER AND EXIT WORKSITE UNDER THE DIRECTION OF TRAFFIC CONTROLLER WITH THE TRAFFIC FLOW ON DESIGNATED UHF CHANNEL